



GT4 European Series

2016 Sporting Regulations



1. FOREWORD

- 1.1 SRO Motorsports Group (hereafter “the Promoter”), will organise the GT4 European Series (hereafter “the Series”) reserved for the Series GT4 Grand Touring cars, which is the property of SRO. The Series comprises titles for GT4 European Series PRO/AM and AM/AM drivers and one title of GT4 European Series for teams.
- 1.2 The Series is governed by the FIA International Sporting Code and its appendices (hereinafter “the Code”), the Circuit General Prescriptions, the general prescription for international series, RACB National Sport code, the GT4 European Series Technical Regulations, and the present Sporting Regulations specific to the Series. All the participating parties (Promoter, SRO, ASNs, organizers, competitors and circuit) undertake to apply as well as observe the rules governing the Series.
- 1.3 The SRO GT4 Permanent Bureau may:
 - A. Deal with questions concerning the acceptance of cars from SRO Motorsports Group GT4 as specified in the present Regulations;
 - B. Deliberate concerning the acceptance of Tuners and Manufacturers’ entries in the Series;
 - C. Rule on questions concerning the balance of performance;
 - D. Deal with questions concerning the acceptance of drivers;
 - E. Authorize a competitor to change the model of his car in the course of the season within the same category;
 - F. Deliberate concerning the categorisation of the status of a driver (PRO or AM).

2. REGULATIONS

- 2.1 The final text of these GT4 European Series Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 2.2 These GT4 European Series Sporting Regulations are published on date 09/11/2015 and will come into force on February 20th, 2016.
- 2.3 All Competitors taking part in the series shall be informed of any changes to these Sporting Regulations with details of the date on which the changes come into force.

3. GENERAL UNDERTAKING

- 3.1 All drivers, competitors and officials participating in the series undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuits General Prescriptions, the GT4 European Series Technical Regulations and the present Sporting Regulations. Bulletins will be approved by the ASN and / or Stewards.

4. GENERAL CONDITIONS

- 4.1 It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the general prescription for international series, RACB National Sport code, the Technical Regulations and the Sporting Regulations.
- 4.2 If a competitor is unable to be present in person at the Event, he must nominate his representative in writing. Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

- 4.3 The final classification of a PRO or AM driver will be nominated by the Promoter.
- 4.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
- 4.5 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 4.6 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or on the track must wear an appropriate pass and clothing at all times.

5. LICENCES

- 5.1 All drivers, competitors and officials participating in the Series must hold current and valid licenses. The minimum requirement is a grade D International License and where applicable, valid licenses and/or authorisations issued by their ASN. The driver must also be in possession of a current medical certificate of aptitude.

6. ELIGIBLE CARS

- 6.1 Events are first and foremost reserved for GT4 Grand Touring cars and homologated by the RACB for SRO as defined by the applicable technical regulations.
- 6.2 In exceptional circumstances the Promoter reserves the right to accept "Guest" cars, which Technical Form is temporary or incomplete. These cars and their drivers will not score any points.

7. SERIES EVENTS

- 7.1 Each event will have the status of a restricted international event.
- 7.2 The Series is made up of Events consisting of:
 - Case A: two races, both of a duration of fifty (50) minutes + one (1) lap.
 - Case B: one race with a duration of maximum of 3 hours
 - Case C: one race with a duration of maximum of 2 hours

Events run according to Case A are considered as "Sprint Events"

Events run according to Case B or C are considered as "Endurance Events"

Save in exceptional circumstances, each Championship Events will be made up of:

- two free practice sessions of maximum fifty or sixty (50/60) minutes each;
- in case A: two fifteen (15) minutes qualifying sessions;
- In case B or C: two time of approximately fifteen (15) minutes qualifying session;

The supplementary regulations will announce the exact tracktime in case of events B or C.

- 7.3 The maximum number of Events in the Championship is set at six (6).
- 7.4 The definitive list of Events is published by the Promoter before 1st March each year. In case of "force majeure" the Promoter reserves the right to modify this dates as well as the Event's format.
- 7.5 An Event may be cancelled if fewer than 15 cars are entered.

- 7.6 The list of Events in the 2016 GT4 European Series is as follows:
- | | | | |
|-----------|-------------------|-------------------|-----------------|
| - Event 1 | 24 April 2016 | Monza | Italy |
| - Event 2 | 15 or 22 May 2016 | Pau Grand-Prix | France |
| - Event 3 | 12 June 2016 | Silverstone | United Kingdom |
| - Event 4 | 10 July 2016 | Spa Francorchamps | Belgium |
| - Event 5 | 18 September 2016 | Nürburgring-GP | Germany |
| - Event 6 | 09 October 2016 | Zandvoort | The Netherlands |

8. CLASSIFICATION AND SCORING POINTS

- 8.1 In Case (A) of a Sprint Event: Points for the titles of Drivers' trophy and for the Teams' trophy are awarded to each Sprint Race according to the following scale:

- 1st: 25 points
- 2nd: 18 points
- 3rd: 15 points
- 4th: 12 points
- 5th: 10 points
- 6th: 8 points
- 7th: 6 points
- 8th: 4 points
- 9th: 2 points
- 10th: 1 point

- 8.2 In case (B or C) of an Endurance Event: Points for the titles of Drivers' trophy and for the Teams' trophy are awarded to each Endurance Race according to the following scale:

- 1st: 37,5 points
- 2nd: 27 points
- 3rd: 22,5 points
- 4th: 18 points
- 5th: 20 points
- 6th: 12 points
- 7th: 9 points
- 8th: 8 points
- 9th: 6 points
- 10th: 3 point

- 8.3 If a race is suspended or stopped under article 40 and cannot be resumed, then:
- A. no points will be awarded to the driver(s) if the leader has completed less than two laps;
 - B. half points will be awarded to the driver(s) if the leader has completed more than two laps but less than 75% of the original race distance (or time);
 - C. full points will be awarded to the driver(s) if the leader has completed 75% or more of the original race distance (or time). From the fifth Event onwards, any driver not having previously participated in a GT4 European Series Event in 2016 will not score any points. These points will be awarded to the next driver according to the race order.

- 8.4 The GT4 European Series Drivers' trophy winning titles will be awarded to the driver(s) who have scored the highest number of points, by taking into consideration the 5 best overall results obtained during the 6 events. In case of one or more cancelled races all results will be counted.

- 8.5 The GT4 European Series Team trophy winning title will be awarded to the team which has scored the highest number of points taking into account all the results obtained by the best classified car of each team entered during the events that have actually taken place. Any other car entered by that team will be invisible as far as scoring points is concerned. For each title there will be a separate classification. Before each event, the competitors entering three cars or more under the same team name must designate the two cars that are entitled to score points in the Team trophy. The promoter must be notified in writing before the end of the administrative verifications.

- 8.6 If two or more drivers finish the season with the same number of points, then the higher place in the series shall be awarded to:
- A. The holder of the greatest number of first places;
 - B. if the number of first places is the same, the holder of the greatest number of second places;
 - C. If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges;
 - D. If this procedure fails to produce a result, the Promoter will nominate the winner according to such criteria, as it thinks fit;
 - E. Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

9. ORGANISER

- 9.1 An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to the Promoter.

10. ORGANISATION OF EVENTS

- 10.1 Each organizer shall supply the information set out in appendix 1 to the Promoter no later than 30 days before the Event.

11. OFFICIALS

- 11.1 The following officials will be designated for the Series:
- A Race Director and when applicable his Assistant
 - A Series Technical Delegate
 - A Series Timekeeping
 - A Pit-lane official(s)
- 11.2 Other officials designated by the ASN concerned:
- A Chief Scrutineer
 - Panel of Stewards
- 11.3 The Clerk of the Course and/or his Assistant shall work in permanent consultation with the Race Director. The Race Director and/or his Assistant shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with the Race Director's express agreement:
- A. The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
 - B. The stopping of any car in accordance with the Code or Sporting Regulations,
 - C. The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out,
 - D. The starting procedure,
 - E. The use of the Safety Car,
 - F. The neutralization of the practices (full yellow procedure)
- 11.4 The Clerk of the Course or his assigned deputy must be permanent at race control and in radio contact with all the marshals' posts during all GT4 European Series sessions.
- 11.5 The role of the Series Technical Delegate is to help the officials of the Event in their duties, to see within their fields of competence that all the Technical Regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

11.6 The Series Technical Delegate nominated by SRO for the Promoter will be responsible for scrutineering and will have full authority over the national Scrutineers and report to the Chief Scrutineer.

12. COMPETITORS' APPLICATIONS

12.1 In case A: A car can be shared between:

- A. a Professional (PRO) and an Amateur (AM) driver;
- B. two (2) Amateur drivers;
- C. only one (1) Amateur (AM) driver, except for event cases B and C where it is not allowed to drive alone.

12.2 Definitions of the drivers' categorisations:

Platinum : professional driver generally recognized as a well-known driver on the international scene, under the age of 55, and satisfying at least one of the following criteria:

- has held a Super License (for Formula One),
- has won the Le Mans 24 Hours outright,
- has been a works driver, paid by a car manufacturer;
- has finished in the top 6 in the general classification of an international single-seater Championship;
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as professional by the Bureau.

Gold : semi-professional driver in international series or who has distinguished himself in national Championships and satisfying at least one of the following criteria:

- driver satisfying the criteria of the Platinum category but aged 55 to 5
- has competed competitively in karting or single-seater series and is under 35;
- has finished in the top 10 in the general classification of a secondary international single-seater series;
- has finished in the top 6 in the general classification of a national single-seater series;
- has finished in the top 3 in the general classification of an entry level single-seater series;
- has finished in the top 10 in the general classification of the Porsche Supercup;
- has finished in the top 3 in the general classification of a national or international series.
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Gold by the Bureau.

- Silver :** amateur driver satisfying at least one of the following criteria:
- driver aged under 30 and not satisfying the criteria of the Platinum and Gold categories;
 - driver satisfying the criteria of the Platinum category but aged 60 or over;
 - driver who has finished in 1st place in the general classification of national Championships or international series in association with a professional driver according to the criteria for the platinum category;
 - driver who has won a non-professional drivers' series
- Bronze :** amateur driver. Any driver who was over 30 years old when his first license was issued, and who has little or no single-seater experience. Any driver under 30 without significant race experience.

- 12.3 Amateur (AM) drivers category: All bronze and silver category drivers are classified as amateur (AM) drivers.
- 12.4 Professional (PRO) drivers category: All Gold and Platinum category drivers are classified as professional (PRO) drivers
- 12.5 Except for case B and C events, Only AM drivers may race alone in the both championships. PRO drivers must share the wheel of the car with an AM driver.
- 12.6 The Promoter will take a final decision if a driver is PRO or AM according to a drivers' categorisation form, which must be filled in latest two weeks prior to the first event where the driver will participate. The Promoter has the right to reclassify any driver during the season from PRO to AM or vice versa.
- 12.7 The Promoter will take a final decision on drivers who do not comply with these regulations but want to take part in the Amateur (AM) or Professional (PRO) drivers trophy.

13. ENTRY CONDITIONS

- 13.1 Competing in the Series is on an invitation only basis. Application to invitation forms will be sent to the teams/drivers/entrant, prior to each Event, after the registration form is filled out and signed and received by the Promoter. After the fully completed application to invitation form is received by the Promoter, the teams/driver/entrant may receive an invitation to enter the specific Event. The Promoter has the right to NOT send an invitation and reject a team and/or driver and/or entrant.
- 13.2 Applications for all events in the championship must be submitted to the Promoter of the GT4 European Series on the official application form provided by the Promoter. The entry form must be accompanied by the payment in advance of the entry fee mentioned below. Applications must be send to SRO Motorsports Group no later than 2 weeks before any event mentioned at article 7.6 at the following address:

SRO Motorsports Europe Limited
110 Old Brompton Road
SW7 3RA London
United Kingdom

E-mail: info@gt4series.com or max@sro.co.uk
Fax: +31 (0)10 892 46 48 or +44 20 7370 4950
Phone: +31 (0)10 846 75 12 or +44 20 7259 2598

IBAN: GB86 BARC 2082 9453 5792 00
BIC: BARCGB22

Season Entry Fee:

- €15.000 Entry fee for all 6 events with advance payment before 1st April 2016

Single Race Entry Fee:

- €3.000 Single-Race-Entry fee payment to be paid 2 weeks prior before each event

- 13.3 All competitors whose applications are accepted for the entire GT4 European Series undertake to participate in every Event with the number of cars and drivers entered. Any possible failure to compete must be notified in writing to the Promoter of the GT4 European Series. Any possible failure to compete must be duly explained and justified.
- 13.4 Driver changes are permitted. Unless there is a case of force majeure, as adjudged by the Promoter, no later than 48 hours before the opening of the Signing on for the Event in which the driver will be changed. Every change of driver during the season will imply the payment of an extra entry fee of €250.
- 13.5 Each driver/competitor whose application for the entire GT4 European Series is accepted, undertakes on his own behalf and on behalf of everyone associated with his participation, to observe all the provisions of these Sporting Regulations, of the Technical Regulations of the Championship, of the FIA International Sporting Code and its appendices as all contracts and binding agreements which are applicable to the 2016 GT4 European Series. The competitor declares having read and understood the Code and its appendices.
- 13.6 Applications will only be accepted after prior settlement of all debts with SRO Motorsports Group and its partners by the competitor or driver.
- 13.7 If a competitor does not respect the registration deadlines as detailed in article 13.2 the Promoter can, at its sole discretion, declare null and void the registration request. At this case, the competitor will not be reimbursed of any advance payment. Applications are deemed to become official entries once the registration fees have been paid in full and the competitor has been informed by the Promoter. By signing their application, the driver and the competitor accept the terms and conditions of these regulations, and agree to honour them both in letter and in spirit.
- 13.8 The promoter reserves the right to refuse an entry for the entire 2016 GT4 European Series or for each of its events.
- 13.9 Unless duly authorized to so by the Stewards any failure to observe the timetable for Signing On will result in the issuing of a fine of three hundred euros (€300) that must be paid by the offending party.

14. PASSES

- 14.1 Each team will receive 11 passes per car per event, as follows:
- A. 6 Pit Lane Passes (which some of them also includes the Guardrail Access)
 - B. 5 Paddock Passes
 - C. 2 Parking Passes close to the paddock
- 14.2 During the event, Paddock delivery passes are available for loading and unloading purposes.

15. INSURANCE

- 15.1 The organizer of an Event must procure that all competitors, their personnel and drivers are covered by a third party insurance.
- 15.2 Thirty days before the Event, the organizer must send the Promoter details of the risks covered by the insurance policy, which must comply with the national laws in force. Sight of the policy must be available to the competitors on demand.
- 15.3 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
- 15.4 Drivers taking part in the Event are not third parties with respect to one another.

16. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 16.1 In exceptional circumstances, the Stewards and/or Clerk of the Course and/or Race Director may give instructions to competitors by means of special Bulletins in accordance with the Code. These Bulletins will be published on the official noticeboard. The timing monitors are also an official noticeboard. (If the facilities on the circuit so permit).
- 16.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 16.3 Any decision or communication concerning a particular competitor should be given to him within twenty five minutes of such decision, and receipt must be acknowledged.
- 16.4 The SRO GT4 Permanent Bureau decisions regarding the weight or the ride height have immediate effect. The other decisions must come into effect within 7 (seven) days maximum.
- 16.5 The Competitors or their representative must be available to be contacted throughout the duration of an Event. Failure to obey this rule may result in the charging of a five hundred euro (€500) fine.

17. INCIDENTS

- 17.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:
 - A. Necessitated the stopping of a practice (free or qualifying) session (Article 34) or the suspension of a race (Article 40);
 - B. Constituted a breach of these Sporting Regulations or the Code;
 - C. Caused a false start by one or more cars;
 - D. Caused a collision;
 - E. Forced a driver off the track;
 - F. Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - G. Illegitimately impeded another driver during overtaking.
- 17.2 All participants must have a, to be nominated by the promoter, onboard camera in their car. The data from the inboard camera system may be used by the stewards, race director, or promoter to investigate incidents. All data from inboard camera system(s) is/are property of the promoter and will be returned to the team after the event.

- 17.3 The inboard camera must always be turned on and set to record mode when the car is on track. Failure may result in the following fines:
- First offence: Three hundred euros (€300)
 - Second offence: Four hundred euros (€400)
 - Third offence: Six hundred euros (€600)
- 17.4 It shall be at the discretion of the Stewards or the Race Director to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalized.
- 17.5 If an incident is under investigation by the Stewards and/or Race Director, a message informing all teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).
- 17.6 If a driver is involved in a collision or Incident (see Article 17.1), and has been informed (for example through the timing monitors or race director or stewards notification) of this by the Stewards and/or Race Director no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards and/or Race Director.
- 17.7 The Stewards and/or Race Director may impose any one of the following penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident:
- A. A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping in the pit lane.
 - B. A Stop & Go Penalty. The driver must enter the pit lane, stop in the penalty zone and re-join the race immediately.
 - C. A time penalty of at least 10-seconds to be added into the total race time and applies, if possible, before the prize giving ceremony at the podium.
 - D. A reprimand.
 - E. A drop of at least two (2) grid positions at the driver's next race.
 - F. Exclusion from the results.
 - G. A suspension for one or more races.

However, should the penalties A or B above be imposed during the last five laps, or after the end of a race, Article 17.8 B below will not apply and 25 seconds will be added to the elapsed race time (plus the additional stop and go penalty seconds in case of B) of the driver concerned in the case that he is classified within the first 10 positions. In the case that he is not classified within the first 10, then a grid drop of no less than 4 positions will be applied at the next race to be disputed by the driver.

- 17.8 Should the Stewards and / or Race Director decide to impose one of the penalties provided for in Article 17.7 A and 17.7 B, the following procedure shall be applied:
- A. The Stewards and / or Race Director shall give written notification of the penalty which has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, or that it is displayed on the timing monitors.
 - B. From the time the Stewards' and / or Race Director decision is notified, the relevant driver may cover no more than three complete laps before entering the pit lane and, in the case of a penalty under article 17.7 B, proceeding to the time penalty area where he shall remain for the period of the time penalty. However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the Safety Car has been deployed. Any laps carried out behind the Safety Car will be added to the one-lap maximum. Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy, respecting Article 32.9. If the driver is unable to start his car by himself, it may be evacuated to its pit by its mechanics.
- 17.9 When the time penalty period has elapsed the driver must re-join the race and is not allowed to stop at his pit/team. It is forbidden to work on cars entering the Pits for drive-through penalties. Failure to observe this rule will be punished by a further drive-through penalty.

18. PROTESTS

18.1 Protests shall be made in accordance with the Code.

19. SANCTIONS

19.1 The Stewards and/or Clerk of the Course and/or Race Director must inflict the penalties specifically set out in these Sporting Regulations. For any cases not covered by this Sporting Regulations they will apply the rules of the International Sporting Code.

19.2 "Drive through" penalties, the time penalties of at least 10 seconds added to the whole race time applied, if possible, before the Prize Giving Ceremony as well as the penalties representing the cancellation of any number of qualifying laps may be inflicted by the Race Director without observing any special procedures. These penalties will be notified on the timekeeping monitors, by the presentation of a penalty board or through the addition of a time penalty to the elapsed time of the driver concerned respectively through the amendment of the results.

19.3 If any single Driver or Competitor repeats the same offence throughout the season, or when appearing exacerbating circumstances, the penalties in these Sporting Regulations and the Appendices may be increased by the Stewards and/or Race Director at their own discretion. Any driver who receives two reprimands for a driving infringement imposed by the Race Director and/or during the season will, upon the imposition of the second, be given a 4 (four) grid place penalty on the starting grid at the following race where the concerned driver will participate.

19.4 Disciplinary sanctions:

The occurrence of any incident in the Paddock and/or on the track (provocative acts of any kind, verbal or other threats) and/or behaviour that is unsporting or does not respect the spirit of the Series (breach of sporting morals or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to SRO Motorsports Group or to its partners, etc.) committed by a Team member/competitor or driver or his entourage will be punished by the following sanctions:

- A. Proposal made to the Stewards that may imply up to the exclusion of the Competitor or Driver concerned by the behavior of his entourage or Team from the current Event. If a driver is excluded from a race or Event, he will not claim any points, or awards for the race or Event in question.
- B. Submission of the case by the Stewards to the Promoter of the series.

19.5 Financial penalties issued under these regulations will be paid by cash or when possible Credit Card (Mastercard / Visa / Amex ONLY plus additional transaction costs) to SRO Motorsports Group, or his representative, which shall remain the sole beneficiary. SRO Motorsports Group will donate this Financial penalty to a foundation. Cars will not be allowed to start the next session unless issued financial penalties have been paid.

20. CHANGES OF DRIVER

- 20.1 Throughout the Event, no more than two drivers may drive one and the same car.
- 20.2 Any modification to the composition of the drivers taking part in the Event must be requested to the Stewards before the start of qualifying. During the Event, a driver may not change from one car to another.
- 20.3 For each event a reference time for the obligatory pit stop(s)/neutralization(s) will be established, taking into account the time driven with a maximum allowed speed in the pit lane from the entry timing loop to the exit timing loop and the obligatory stop or for the driver change. This total time will be published in a Bulletin, Supplementary Regulations or the Briefing Notes before the beginning of the start of the first race. The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated Team Manager. Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.
- 20.4 The mandatory pit stops for a case A (Sprint) event:
- A. The mandatory pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minutes respectively of the race (not before 20m.00s.000 and not after 29m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).
 - B. The mandatory pit stops for a case B (Endurance) event:
 - During the race the car must make a minimum of three pit stops each;
 - The total drive time per driver may not exceed 100 minutes (100m.00s.000) per race;
 - Any mandatory pit stop involving driver change and/or refuelling are subject to the Mandatory Pit Stop Time, see Art. 20.3;
 - C. The mandatory pit stops for a case C (Endurance) event:
 - During the race the car must make a minimum of two pit stops each;
 - The total drive time per driver may not be less than 50 minutes (50m.00s.000) per race;
 - Any mandatory pit stop involving driver change and/or refuelling are subject to the Mandatory Pit Stop Time, see Art. 20.3;
- 20.5 In case A:
If there has not been made an obligatory pit stop at all, the car concerned will be penalized with 165 seconds after the race.
- 20.6 The maximum speed during sprint events (case A) in the pitlane is 60 km/h.
- 20.7 The maximum speed during endurance events (case B or C) in the pit lane is 50 km/h.
- 20.8 The minimum speed during sprint events (case A) in the fastlane is 50 km/h.
- 20.9 The following Stop & Go Penalties can be applied if there is a breach of the Articles 20.1 through 20.8:
- A. Time between the two pit lane timing loops under the published time (Article 20.3): Stop & Go Penalty of the time missed.
 - B. All speeding under the speed limit in the fast lane (Article 20.8.): A time penalty of at least 10 seconds to be added into the total race time.
 - C. All speeding over the speed limit in the pit lane (Article 20.6. or 20.7.): Drive-Through penalty (Engine must not be stopped).
 - D. Start of the obligatory pit stop outside the obligatory times (Article 20.4 A.): Stop & Go penalty of the equivalent time outside the scheduled time with a maximum of 80 seconds.

21. DRIVING

21.1. The driver must drive his car alone and unaided.

22. NUMBER OF CARS ALLOWED TO PARTICIPATE

22.1. The number of cars allowed to practice and to start the race is as calculated using supplement n°2 of Appendix O to the Code.

23. . RACE NUMBERS AND NAME OF CAR

23.1. Each car will carry the race number allocated by the Promoter. Race numbers and advertising on the cars must be in conformity with the international sporting code.

23.2. The name or the emblem of the make of the car must appear on the car in the original location. The names of the drivers and their national flags must appear on each side of the bodywork (in accordance with Article 208 of the Code). The competitor's nationality must be clearly displayed on the cars in the form of sticker of the national flag, affixed to the upper horizontal part of each race number.

24. ADMINISTRATIVE CHECKS

24.1. Each competitor must have all documents required by Article 5.1., and the various documents relating to his car, available for inspection at any time during the Event.

24.2. At each Event, the Promoter will ensure that he has in his possession a copy of all the licences of the drivers and competitors taking part in the event. The list of competitors and drivers allowed to take part in the Event will be published after the end of the administrative checks

24.3. No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.

24.4. All Competitors and Drivers must be able to provide all required documents and licenses during Signing On, which will take place before the start of the official practice for an Event in accordance with the Event's timetable. Any competitor / driver will be not authorized to participate in qualifying and in race without having successfully passed the Signing On procedure.

24.5. Unless duly authorized to so by the Stewards any failure to observe the timetable for Signing On will result in the issuing of a fine of three hundred euros (€300) that must be paid by the offending party.

25. SCRUTINEERING

All measurements must be taken while the car is stationary on the Scrutineering Bay flat and horizontal surface as defined by the Technical Delegate.

- 25.1 Initial scrutineering of the car and of the drivers' equipment will take place in accordance with the timetable, specific to the event. The list of cars allowed to take part in qualifying practice will be published after scrutineering.
- 25.2 No car and no driver may take part in the Event until they have been passed by the Scrutineers.
- 25.3 Unless duly authorized to so by the Stewards any failure will result in the issuing of a fine of three hundred euros (€300) that must be paid by the offending party.
- 25.4 At any time during the free practice sessions and/or when the track is free, the SRO test-driver may complete 3 lap series with a car of his choice.
- 25.5 The Scrutineers may:
- A. check the eligibility of a car or of a competitor at any time during an Event;
 - B. require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
 - C. require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;
 - D. require a competitor to supply them with such parts or samples as they may deem necessary.
- 25.6 At the end of qualifying practice and of the race(s), the car must contain at least 3 kg of fuel for the taking of samples. The 3 kg of fuel must be taken in the Parc Fermé through a self-sealing connector, fitted immediately before the injectors (see technical list n°5). The sample-taking must be done prior to any check requiring the engine to be started.
- 25.7 At the end of qualifying practice and after the finish of the race, all classified cars must immediately make their way directly from the track, under their own power, to the Parc Fermé for checking. The presence of an official representative of the competitor is required. Any classified car that does not directly drive to the Parc Ferme as quickly as possible will be excluded from the results of the race and/or qualifying session.
- 25.8 The data logger may be read and checked at any time during the Event further to a decision by the Race Director, Stewards and/or Scrutineers. Under this purpose, competitors are responsible to save a copy of all the data from an Event without modifying, deleting or to alter them until two hours after the last race of the Event.
- 25.9 The Race Director may require that any car involved in an accident be stopped and checked.
- 25.10 The Stewards will publish the scrutineers' findings each time cars are checked during the Event.
- 25.11 Should a car be not in conformity with its SRO/RACB GT4 Technical Form, it could be excluded from the Event.

26. TYRE LIMITATION DURING THE EVENT

- 26.1 Only the Promoter-selected specification and make of tyres, bought and supplied by the official service team during an Event, can be used for the entire season.
- 26.2 A to be named tyre manufacturer will be the single tyre supplier. The appointed service by the Promoter is the single supplier of tyres for the Series.
- 26.3 The list of approved tyres specifications will be published at the latest two weeks prior to the first event of the Series. The hand cutting of tyres is forbidden.
- 26.4 A wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 25% symmetrically around the tyre centre-line.
- 26.5 Only tyres with no tread pattern are accepted as dry-weather tyres.
- 26.6 Wet-weather tyres may only be used after the track has been declared wet by the Race Director for the session (free practice, qualifying). These wet-weather tyres will not be marked. During the race, in case of a tyre change (dry-weather to rain tyres or vice-versa), a mandatory stop (engine stopped, which duration will be calculated from pit lane entry to its exit, and will be communicated at each Event by a bulletin, the supplementary regulations or briefing notes) has to be observed.
- 26.7 The times for register will be in the detailed timetables appended to the Supplementary Regulations of the event.
- 26.8 For the free practice session, any tyres in conformity with the sporting regulations must be used.
- 26.9 Tyre limitation in case A and C:
For the qualifying practice sessions and races, no more than eight (8) new dry-weather tyres will be marked.
- Tyre limitation in case B:
For the qualifying practice sessions and races, no more than twelve (12) new dry-weather tyres will be marked.
- 26.10 The control of the tyres will be carried out according to a process defined by the Technical Delegate.
- 26.11 No unregistration of a tyre and no replacement of a registered tyre will be permitted unless accepted by the Stewards, for exceptional reasons presented in writing to the Technical Delegate.
- 26.12 The tyre checking will be carried out according to the tyre barcode list provided by each Team to the Technical Delegate. The deadline to provide this tyre barcode list is 2 hours (120 minutes) before the first qualifying session.
- 26.13 Markings of tyres made by the competitors may only be of a white color.
- 26.14 The use of tyre heating systems is forbidden.
- 26.15 Besides the limited dry-weather new tyres authorized for each Event each car entered in the Series on a full-season basis has an allocation of two joker tyres per season, which can be used to replace any tyres which have been damaged or are otherwise unusable. The use of a joker tyre will be authorised after consultation with the Technical Delegate. A formal request must be made in writing, and must include the reference of the damaged tyre and the reference of the tyre replacing it. Race-by-race entrants will be allocated one joker tyre per Event entered, up to a maximum of four joker tyres per season for the same car for the same kind of event.

- 26.16 If, during the race, a defective tyre has to be changed, this can be done outside the restriction set out in Article 26.6. This change must be notified to the Technical Delegate or the Panel of Stewards and/or Clerk of the Course or Race Director, on pain of a sanction that may go as far as exclusion. No change of driver may be carried out during that stop.
- 26.17 The use of tyres without appropriate identification is forbidden. During the free practice and qualifying sessions, the drivers may be required to stop their cars to have their markings checked at the end of the pit lane before taking to the track.

27. WEIGHTING

- 27.1 The weight of any car may be checked at any time during the Event. The SRO GT4 Permanent Bureau reserves the right to make decisions regarding the weight of the cars at any time during an event.
- A. After the qualifying practice sessions and the races, the Technical Delegate may weight certain cars among those classified.
 - B. Should the weight of a car be less than that specified in the Technical Regulations and bulletins, the competitor concerned may be given one of the penalties set out in Article 27.1 E). save where the deficiency in weight results from the accidental loss of a component of the car.
 - C. No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a race or during the weighing procedure (except by a Scrutineer when acting in his official capacity and in accordance with the Series Technical Regulations).
 - D. No one other than Scrutineers and officials may enter or remain in the technical area without the specific permission of the Technical Delegate.
 - E. In the event of any breach of these provisions for the weighing of cars, the Stewards may drop the competitor as many grid positions as they consider appropriate or exclude him from the race.

28. GENERAL CAR REQUIREMENTS

- 28.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:
- A. legible messages on a pit board;
 - B. body movement by the driver;
 - C. lap trigger signals from the pits to the car. Lap marker transmitters shall be battery powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
 - D. verbal communication between a driver and his team by radio;
 - E. Electromagnetic radiation between 2.0 and 2.7 GHz is forbidden save with written consent of the Promoter
 - F. GPS and other Telemetry are forbidden.
- 28.2 To further improve communication opportunities (e.g. for commentators) a transponder with a Drivers ID is obligated: Valid transponders with 4 or 5 Drivers ID are: MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder). LED-indicator on transponder Driver-ID transponders will flash in a pattern that indicates the position of the driver-ID switch. (e.g. 3 flashes means driver 3) When you see a continuous light, the driver position is not working (e.g. disconnected switch). When you see no light at all, your transponder is not working.

- 28.3 In case of a rental transponder:
Competitors will be responsible for the safe keeping of official timing devices installed in the cars. Any loss of or damage to this equipment will result in the issuing of a fine representing the cost of replacing the lost or damaged equipment. In the event of repeated offences, the replacement fine will be increased by a further fine of eight hundred euros (€800).
- 28.4 The allocation of the transponder will be decided by the timekeeping and/or the Technical Delegate.
- 28.5 The transponder must always be connected when the car joins the track.

29. GENERAL SAFETY

- 29.1 Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.
- 29.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 29.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 29.4 During practice and the race, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 29.5 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 29.6 Repairs to a car may only be carried out outside the pits on the working lane, the starting grid or as provided for in Article 40.
- 29.7 The organiser must make at least two fire extinguishers of 5kg capacity available at each such pit end ensure they work properly.
- 29.8 Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated space, the pit lane or on the starting grid.
- 29.9 At no time may a car be reversed in the pit lane under its own power.
- 29.10 During the periods commencing 10 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
- A. marshals or other authorised personnel in the execution of their duty;
 - B. drivers when driving or under the direction of the marshals;
 - C. team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- 29.11 During an Event, the engine may only be started with the starter, except in the pit lane or on the grid where the use of an external source of energy is allowed, including for a Stop and Go penalty, under the conditions set out in Article 32.9.
- 29.12 Drivers taking part in practice and the race must always wear the clothes, underwear, helmets, and the FIA-approved Frontal Head Restraint (FHR system) specified in Appendix L to the Code. However for the helmet the FIA 8860-2004 and FIA 8860-2010 Standards are not mandatory but highly recommended.

- 29.13 In order to confirm that appropriate access to the airway of an injured driver is possible, the following test will be carried out at least once per season with each participant who wears a full-face helmet in the Championship: One of the drivers in the crew is to be seated in his car, with helmet and FIA-approved FHR system in place and attached and safety harness buckled. With the help of two additional rescuers, the medical delegate, or, at his request, the chief medical officer of the event, must be able to remove the helmet with the driver's head maintained in neutral position at all times. If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA-approved FHR system.
- 29.14 A speed limit of 60kph (and for endurance events 50kph) and maximum safety precautions will be enforced in the Pit Lane at all times during the course of an Event.

Any breach of this rule during free practice and qualifying for an Event (cumulative over the season) will result in the following sanctions to the driver:

- A. First offence:
 - Fifty euro (€50,00) fine for each kph the driver is driving too quick.
- B. Second offence:
 - Fifty euro (€50,00) fine for each kph the driver is driving too quick
 - Fastest qualifying time deleted
- C. Third offence:
 - Fifty euro (€50,00) fine for each kph the driver is driving too quick
 - All qualifying times deleted

During the race, the Stewards and/or Race Director may impose any penalty on any driver who exceeds the limit as set out in Article 20.9 C.

- 29.15 For the purpose of determining the speed in the Pit Lane, the Stewards and/or Race Director may use any information obtained by the Judge of Facts by means of specific speed control instruments (such as electronic devices, radar guns, etc.) or further checking of the registered speed through the data acquisition system which is fitted on board the cars. Determining of the speed in the Pit Lane may also be checked out by using timekeeping loops in the Pit Lane.
- 29.16 If a driver has serious mechanical difficulties during practice or the race, he must leave the track or return to his pit as soon as it is safe to do so.
- 29.17 The car's white headlights, red rear lights and the rain light must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.
- 29.18 Only two team members per participating team are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit area.
- 29.19 Animals, except those which may have been expressly authorised by the circuit for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 29.20 The Race Director or the Medical Delegate can require a driver to undergo a medical examination at any time during an Event.
- 29.21 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

29.22 One or more yellow flags being shown at the Marshal posts will indicate the existence of a hazard of some kind on the track. Drivers must reduce speed and be prepared to change direction or possibly come to a halt. The Race Director and/or Stewards will use the timekeeping sector times as a reference. All drivers must reduce their speed with at least 0,5 seconds in that sector in comparison with the previous lap. Overtaking is strictly forbidden under such circumstances.

Any breach of this rule during the free practice and qualifying sessions for an Event will result in the following penalties:

- A. First offence:
 - Cancellation of at least the driver's best qualifying time.
- B. Second offence:
 - Cancellation of at least the driver's best three qualifying times.
- C. Third offence:
 - A three hundred euro (€300) fine and all qualifying lap times deleted.

29.23 Following a serious incident that does not require the practice to be stopped, when the Race Director deems necessary, he will declare the session under "full yellow". The following procedure will be applied:

- A. The Race Director will post on the information line of the timing monitors "full yellow".
 - Flag Marshals will waive the yellow flag over the totality of the Flag Marshals' posts along the circuit.
- B. All the lapping times registered after being given the « full yellow » sign, will not be taken in consideration.
- C. If a driver is proved not to have slowed down enough under this procedure, a sanction will be taken by the Stewards and/or Race Director.
- D. The end of procedure and the return to normal will be announced as follows:
 - On the information line of the timing monitors.
 - Flag Marshals will wave a green flag for one lap.
 - From the moment when the green flags will be waved, at the end of the neutralisation under « full yellow », the lapping times will be again taken into account.

29.24 When a driver uses an escape road, he must respect any instructions given to him by the Stewards and/or Race Director and sufficiently reduce his speed before rejoining the track. Any breach of this rule during races will result in the issuing of a drive-through penalty.

30. PIT LANE AND PITS

- 30.1 For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "working lane", and is the only area where any work may be carried out on a car.
- 30.2 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated space to the end of the pit lane.
- 30.3 Any driver intending to start the race from the pit lane may not drive his car from his team's designated space until the pit exit is closed and must stop in a line in the fast lane.
- 30.4 Competitors must not paint lines on any part of the pit lane.
- 30.5 No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.
- 30.6 Team personnel are allowed in the pit lane a maximum of 1 lap before they are required to work on a car and must withdraw as soon as the work is complete (at the latest 1 lap after).
- 30.7 It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
- 30.8 Cars are neither allowed to move to the exit of the pit lane nor to wait in the fast lane until the green light is on, except according to the provisions of the article 40.2 of these regulations.

31. FUEL AND REFUELING

- 31.1 Throughout the duration of the Event, all competitors must use the fuel imposed by the promoter. This will be communicated at each Event by a bulletin or in the supplementary regulations.
- 31.2 Refuelling is only permitted during the races in event cases B and C. For the avoidance of doubt, refuelling is not permitted during free practice and qualifying.
- 31.3 Refuelling may only be carried out in accordance with these regulations, Circuit Management Regulations or Final Instructions (such as Appendix 1 or a bulletin) issued for each event.
- 31.4 Refuelling is only allowed in front of each teams allocated pit garage or pit area.
- 31.5 Refuelling must be carried out using equipment complying with these regulations and passed by event Scrutineers. It is the responsibility of the team to assemble and test the equipment for correct and leak free operation before the notified time for inspection.

A driver shall vacate the car and the engine be stopped throughout any refuelling operation. Refuelling within the pit lane may only be carried out using either a churn of no more than 25 liters capacity equipped with a self-seal connection and closed loop breathing system or a refuelling rig in compliance with FIA requirements. In addition the entrant shall ensure that throughout refuelling at least one person shall stand by the car with a fire extinguisher at the ready. Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pit stop must wear a safety suit in accordance with the FIA clothing regulations and fire resistant balaclava and gloves.

31.6 Refuelling may only be carried out either at the beginning or at the end of a pit stop. During refuelling, the only personnel permitted in the Working Pit Lane are:

- The Team Manager
- The Refueller (nozzle man)
- The Vent Man if applicable (see Article 31.12)
- The Fireman
- The person manning the cut-off valve

Once the refueller (nozzle man) has left the Working Pit Lane area, work may begin on the car.

31.7 The clothing worn by pit crew designated as refuellers and firemen must comply with the FIA clothing regulation. In addition to this, during the refuelling process, these persons must wear goggles and all clothing must be worn correctly. Appropriate extinguishers/equipment is required for the fuels being used.

31.8 Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire whose only purpose is to earth the car. This must be placed by a mechanic which may be the mechanic tasked with helping the driver. Once the refuelling is finished the earthing wire must be removed by one of the people authorised to work on the car.

31.9 While refuelling is being carried out, the car must remain on its wheels and no other work can be done on the car.

31.10 When refuelling couplings are attached to the car, the engine must be stopped, its doors must be closed and no person, except the driver, can be inside it.

31.11 Throughout refuelling it is mandatory for one team member, (the fireperson) with an extinguisher (minimum capacity, 5 kg) ready to work, to be beside the car. An additional person for the purpose of refueling may be used. They will also be considered to be a refueller for the definition of the clothing to be worn.

31.12 For cars which have the vent valve and the refuelling valve on opposite sides of the car, the vent man may enter the pitlane shortly before the arrival of the car.

31.13 All fuel stocked in the pits must be in leak-proof containers which have been tested to a pressure of three atmospheres.

32. ASSISTANCE IN THE PIT LANE

During **all** pitstops no more than three (3) persons may work on the car. The team manager may **only** oversee the operation. (The team manager may not touch the car or the replacement parts)

32.1 Refuelling is not allowed during the practices and sprint events. During the endurance events refuelling is only allowed during the races.

32.2 During a mandatory pit stop during the race of his vehicle, the driver being replaced may help the replacement driver to install himself in the car but may not work on the car.

32.3 A maximum of one air gun for central locked wheels or two electrical guns for wheels locked by nuts and bolts must be used.

32.4 The Series official tyre technicians wearing the appropriate credentials are not considered as mechanics.

32.5 Except when work is carried out on a car, all personnel must remain inside the pit and on the pit wall for authorised team personnel.

- 32.6 All other team members standing in the working area ("working lane", Article 30.1) delimited by a white or yellow strip separating the pit from the "working lane", will be considered as working on the car, as will a driver if he performs any work on the car, and counted as a mechanic. A penalty may be imposed on a team for any additional team member in excess of the two persons authorised.
- 32.7 In event case A: Replenishment of lubricant and various fluids, without fuel, is allowed during the practice and race.
- In event case B and C: Replenishment of any lubricant and various fluids are allowed during the practice and race.
- 32.8 Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refueling may result in the exclusion of the car and driver(s) concerned from the Event. The organiser must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.
- 32.9 For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join the race, the driver must start the engine from his seat, using only those means available on board. The car's engine may be restarted only when the car is about to join the race and is in contact with the ground on its complete wheels.

33. FREE PRACTICE, QUALIFYING PRACTICE

- 33.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- 33.2 The list of competitors, cars and drivers allowed to take part in the Event must be published after the close of the administrative checks and scrutineering. No driver may take the start of the race without taking part in qualifying practice, except in a case of "force majeure" duly recognised as such by the Stewards.
- 33.3 During qualifying practice, controls on the tyre markings will be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 33.4 One or two official and balance of performance testing sessions over one or two days may be organized by the SRO. All the manufacturers and tuners will be invited to this session, the costs of which will be divided among the participants. The presence of at least one car per homologated model and one car per model to be homologated before the start of the season is mandatory at each session.
- 33.5 In Case of a Sprint Event: There will be two free practice sessions of maximum 60 minutes. There will be no Parc Fermé after the free practices sessions unless requested by the Race Director or Technical Delegate.
- 33.6 In Case of a Sprint Event (Case A): There will be two 15 minute qualifying practice sessions. If two drivers share the wheel of a car, driver 1 must take part in qualifying session 1 and driver 2 must take part in qualifying session 2. Starting order for Race 1 will be determined by the best qualifying time of qualifying 1. Starting order for Race 2 will be determined by the best qualifying time of qualifying 2. The driver of qualifying 1 must take the start of Race 1. The driver of qualifying 2 must take the start of Race 2. The supplementary regulations or a bulletin will say if all PRO drivers will take part in Q1 or all AM drivers will take part in Q1.

In Case of an Endurance Event (case B or C): There will be two qualifying practice sessions. Driver 1 must take part in Qualifying session 1 and driver 2 must take part in Qualifying session 2. The starting order for the endurance race will be determined by the average Laptime by

taking into consideration the best Lapttime set during Qualifying 1 and the best Lapttime set during Qualifying 2.

- 33.7 In Case of a Sprint Event: There is a 10-minute break between Qualifying session 1 and Qualifying session 2. Directly after Qualifying session 1 is finished the 10-minute break will begin. Qualifying session 2 will start when the green light is switched on. The exact start time of Qualifying session 2 will be announced on the timing monitors. During the 10-minute break no refuelling is allowed. No laptops or computers are allowed to be connected to the car. No data transfer may be carried out. If this is not respected it will be notified as a violation of the Parc Fermé rules and will be reported to the Stewards.
- 33.8 The use of any heating device for the tyres is forbidden.
- 33.9 In the event of a driving infringement during any practice or qualifying sessions, the Stewards and/or Race Director may drop the driver as many grid positions as they consider appropriate. Unless it is absolutely clear that a driver committed a driving infringement, any incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal.
- 33.10 If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.
- 33.11 The Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director may decline to prolong the practice period after an interruption of this kind with the agreement of the Stewards. Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.
- 33.12 All cars abandoned on the circuit during the first free practice session and/or the first qualifying session will be brought back to the pits as soon as possible and may participate in the subsequent session.
- 33.13 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- 33.14 All laps covered during the qualifying practices will be timed to determine the car's position at start of the races. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.
- 33.15 If any driver causes the qualifying session to be stopped (red flag) or neutralised under « full yellow », the best lap time of the driver involved will be cancelled. The Stewards and/or Race Director decisions concerning any lap time cancellation for this reason are not deemed to be appealed.

In the case of an incident implying more than one car: The Stewards or Race Director observe that some of the drivers are not directly responsible of the incident, then they may decide not to penalise him/them.

If a car stops due to a technical problem without any responsibility from the driver and the team/competitor, duly recognized and accepted by the technical scrutineering, the Race Director or the Stewards may decide not to apply any penalty.

- 33.16 A car can only be qualified by one driver during a qualifying session.

34. STOPPING THE PRACTICE SESSIONS

- 34.1 Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts.
- 34.2 When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, no overtaking. All cars abandoned on the track will be removed to a safe place; stopping in the fast lane is prohibited.
- 34.3 With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.
- 34.4 In case a driver set a best lap time under a red flag in qualifying, then all lap times will of this driver be deleted.

35. THE GRID

- 35.1 At the end of qualifying practice sessions one and two, the fastest time achieved by each driver will be published officially.
- 35.2 The grids will be drawn up in the order of the fastest time achieved by each car during the qualifying practice sessions and according to the prescriptions of Article 33.6 and Article 35.1. Should two or more cars have set identical times, priority will be given to the one which set it first.
- 35.3 If more than one driver fails to set a time, he will be arranged in the following order:
- First: any driver who attempted to set a qualifying time by starting a 'flying lap'.
 - Second: any driver who failed to start a flying lap.
 - Third: any driver who failed to leave the pit-lane.

According to the above mentioned cases, if more than one driver is concerned, the order will be given according to the Championship standings.

- 35.4 Once the grid will be established according this rule, grid position penalties will be applied to the concerned drivers following the order on which the offences were made.
- 35.5 The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA or the ASN.
- 35.6 Any driver whose best qualifying lap time exceeds 130 % of the fastest time in the relevant session may be allowed to take part in the race. The Stewards may also allow a driver who has set a lap time exceeding this limit in a previous free practice session to take the start. Should more than one driver be accepted in this manner, the Race Director will determine their order. In neither case may a team appeal against the Stewards' and/or Race Director's decision.
- 35.7 The final starting grid of each race will be published at least one hour before each race. Any competitor whose car(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director accordingly at the earliest opportunity and, in any case, no later than 1 hour before the start of each race.
- 35.8 If one or more cars are withdrawn the grid will be closed up accordingly.
- 35.9 The grid will be in a 1 x 1 formation and the rows on the grid will be separated by at least 8 meters.

36. PRE-GRID

- 36.1 Competitors must be present on the Pre-Grid fifteen (15) minutes before the start of qualifying and the race. If all the cars are located in the pit garages the Pre-Grid will not be compulsory.

37. STARTING PROCEDURE

- 37.1 A maximum of 10 minutes before the time for the start of the race, the cars will leave the pits/pre- start to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.
- 37.2 Any car coming into the pit lane at the end of this lap will not be allowed to go out to the track again until the start of the formation lap, and have to stay at the back of the grid until after the start of the race has been given.

Any breach of this rule will result in a drive through penalty during that race.

- 37.3 Any car which are still in the pits/pre-start when the pit exit is closed can start from the pit lane, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position and ready to go. Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit after the grid formation. Where the pit exit is immediately before the Line, cars will join the formation lap as soon as the whole field has crossed the Line. Cars still in the pitlane at start of the formation lap can join the formation lap at the back of the grid and has stay at the back of the grid until the start has been given.
- 37.4 Wheel changes on the starting grid may only be allowed prior to the three-minute signal.
- 37.5 The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.
- When the ten-minute signal is shown, the pit lane opens.
 - When the five-minute signal is shown, the pit lane closes. Any car reaching the end of the pit lane after the signal "five minutes" must start behind any other car already aligned at the pit exit light.
 - When the three-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits, except under Article 37.19. Any car which does not have all its wheels fully fitted at the three minute signal will be sanctioned with a drive through penalty. Everybody except drivers, officials and team technical staff must leave the grid.
 - When the one-minute signal is shown, engines must be started and all team technical staff must leave the grid.
 - Fifteen-second signal: after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap with the organiser's official car leading, maintaining their starting order. During this lap the formation must be kept as tight as possible.
- 37.6 Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

- 37.7 A time penalty will be imposed on any driver who, in the opinion of the Stewards and/or Race Director, unnecessarily overtook another car during the formation lap.
- 37.8 The speed of the organiser's official car must be between 80 and 110 kph during the formation lap.
- 37.9 Any driver who is unable to start the formation lap must indicate this to the marshals.
- 37.10 When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track.
- 37.11 Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.
- 37.12 Rolling start: The organiser's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole position of the grids leading at a minimum speed of 70 kph and a maximum of 90 kph. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in at least a drive-through penalty.
- 37.13 For the purpose of determining the speed of the rolling start, the Stewards and/or Race Director may use any information obtained by the Judge of Facts by means of specific instruments (such as electronic devices, radar guns, timekeeping, etc.) or further checking of the registered speed through the data acquisition system which is fitted on board the cars.
- 37.14 During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. There will be a rolling start. The starting signal will be given through extinguishing the red starting lights activated under the control of the starter.
- 37.15 During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.
- 37.16 If during the rolling start a problem arises when the cars reach the Line at the end of the formation lap of the grid, **the red light will stay on**. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. If possible they will be joined and led by the official leading car and will continue for another formation lap. The start will be considered as having been given after the field has passed the starting line at the first time
- 37.17 All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.
- 37.18 A drive through penalty will be imposed for a false start.
- 37.19 Only in the following cases will any variation in the starting procedure be allowed:
- A. If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten-minute point. If necessary the procedure set out in Article 37.5 will be followed.
 - B. If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten-minutes' warning will be given.
 - C. If the race is started behind the Safety Car, Article 39.1 will apply.

D. If the GT4 European Series joins another Series with a different starting procedure.

37.20 The Stewards and/or Race Director may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and drivers concerned from the Event.

38. THE RACE

38.1 In case of a Sprint Event Case A:

Race 1: 50 minutes + 1 Lap - Rolling start (pole position: see Supplementary Regulations)

Race 2: 50 minutes + 1 Lap - Rolling start (pole position: see Supplementary Regulations)

In Case of an Endurance Event Case B:

Race 1: 3 hours endurance race

In Case of an Endurance Event Case C:

Race 1: 2 hours endurance race

38.2 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 40).

38.3 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

38.4 The driver may only rejoin the race under own power.

38.5 During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

39. SAFETY CAR

39.1 Refer to Article 2.9 of Appendix H.

40. SUSPENDING OR STOPPING THE RACE

40.1 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshals' posts and the abort lights to be shown at the Line.

40.2 When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the fast lane in the pit-lane, where they must stop in staggered formation.

40.3 If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap after the 3-minute signal before the race is resumed.

40.4 If any cars are unable to return to the pit lane as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. Any such cars will then be permitted to resume the race.

40.5 The Safety Car will then be driven to the front of the pit lane exit of cars behind the fast lane. Whilst the race is suspended:

A. neither the race nor the timekeeping system will stop;

- B. cars may be worked on once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the race;
- C. refuelling is forbidden even if a car was already in the pit entry or pit lane when the signal to suspend the race was given;

40.6 All cars must follow the directions of the marshals.

41. RESUMING A RACE

- 41.1 The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed via the timing monitors; in all cases, at least five minutes warning will be given. Signals will be shown, five minutes, three minutes, one minute and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.
- 41.2 After a red flag and all the cars has become to a complete stop, all cars will be placed in the correct starting order for the restart in the pit-lane.
- 41.3 When the three-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race. A drive-through penalty will be imposed for any car who has not their wheels fitted after the three minute signal.
- 41.4 When the three-minute signal is shown, the cars must be resting on their wheels. At some point after the three-minute signal, which will depend on the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.
- 41.5 When the one minute signal is shown, engines will be started and all team personnel must leave the cars by the time the 15-second signal is given, taking all equipment with them.
- 41.6 If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the fast lane, marshals will be instructed to push the car into the working lane. Marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.
- 41.7 The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless:
 - A. all the cars are not yet lined up behind the safety car;
 - B. team personnel are still clearing the pit-lane
 - C. or a further incident occurs necessitating another intervention.
- 41.8 When the green pit exit light is illuminated, the Safety Car will leave the pitlane with all cars following, in the order in which they stopped in the fast lane, no more than 5 car lengths apart.
- 41.9 Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.
- 41.10 Any driver who is delayed leaving the pit exit line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the pit exit Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.
- 41.11 Either of the penalties under Article 17.7 will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Article 2.9 of the Appendix H will apply.
- 41.12 If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

42. FINISH

- 42.1 The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.
- 42.2 Should for any reason (other than under Article 40) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.
- 42.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 42.4 After receiving the end-of-race signal, all cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).
- 42.5 Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals, who will take the car to the Parc Fermé.

43. PARC FERME

- 43.1 Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials or series responsible. All the cars will be kept in the Parc Fermé until the expiry of the latest protest time limit set out in the Code, and at the discretion of the Panel of the Stewards and/or Race Director.
- 43.2 When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.
- 43.3 The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

44. CLASSIFICATION

- 44.1 The car placed first will be the one having covered the greatest distance in the scheduled time or its equivalent in laps. All cars will be classified taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.
- 44.2 If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.
- 44.3 Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.
- 44.4 The official overall classifications will be published after the race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

45. PODIUM CEREMONY

- 45.1 The PRO drivers and the AM drivers trophy category finishing the race in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium as specified in the detailed timetable of the event and abide by the podium procedure set out in Appendix 2, and immediately thereafter make themselves available for a period of 90 minutes for the purpose of unilateral television interviews and the press conference in the media center.

46. BRIEFING

- 46.1 A briefing by the Race Director will take place. All drivers entered in the Event, and their competitors' appointed representatives, must be present throughout the briefing; any absence may result in exclusion from the race. If the Race Director considers that another briefing is necessary, it will be held at a time and place agreed with the Stewards. The drivers and their competitors' appointed representatives will be informed accordingly.
- 46.2 All Competitors are responsible for the attendance of their drivers at the briefing. Any Competitor or driver absent from the briefing, or being late, will be given a fine of three hundred euros (€300). In the case of a second offence during the Series, the Competitor or driver will be given a five hundred euro (€500) fine. In the case of a third offence, the driver will not be allowed to start the races making up the Event in question.

47. DISCIPLINE IN THE PITS AND THE PADDOCK

- 47.1 Wherever possible, the organizer must provide a Paddock area that is large enough for all activities related to the Event to be conducted.
- 47.2 A parking area large enough to meet the needs of all Competitors/Teams will be provided on the site at every Event.
- 47.3 The Paddock area is strictly reserved for accredited working vehicles. Private vehicles will not be admitted under any circumstances, excepted at the allocated parking space. Failure to comply with this provision may result in the following fines subsequent for the season:
- | | | |
|----|-----------------|----------------------------|
| A. | First offence: | Three hundred euros (€300) |
| B. | Second offence: | Four hundred euros (€400) |
| C. | Third offence: | Six hundred euros (€600) |
- 47.4 Use of Pit Garages is forbidden during the entire course of the Event. Failure to comply with this provision may result in the following fines subsequent for the season:
- | | | |
|----|-----------------|--------------------------------|
| A. | First offence: | Five hundred euros (€500) |
| B. | Second offence: | One thousand euros (€1.000) |
| C. | Third offence: | Fifteen hundred euros (€1.500) |
- 47.5 Non-accredited personnel are not allowed inside the Pits assigned to Teams during practice or races. Failure to comply with this provision may result in the following fines subsequent for the season:
- | | | |
|----|-----------------|----------------------------|
| A. | First offence: | Three hundred euros (€300) |
| B. | Second offence: | Four hundred euros (€400) |
| C. | Third offence: | Six hundred euros (€600) |
- 47.6 All Team members must wear the appropriate pass or credentials when at the circuit in a clearly visible manner at all times during the Event. Failure to comply with this provision may result in the following fines:
- | | | |
|----|-----------------|----------------------------|
| A. | First offence: | Three hundred euros (€300) |
| B. | Second offence: | Four hundred euros (€400) |
| C. | Third offence: | Six hundred euros (€600) |

Approved by RACB under permit number S02-EGT4/B16 Date: 11/03/2015

APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 11

PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Event.
4. Grade and expiry date of the License of the Circuit
5. Start of the administrative checks and scrutineering on..... (date) at..... (time).
6. Start time of the race.
7. Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
8. Details of the circuit, which must include:
 - location and how to gain access,
 - length of one lap, direction (clockwise or anti-clockwise),
 - location of the pit exit in relation to the Line.
9. Precise location at the circuit of:
 - Stewards' office,
 - Race Director's office,
 - administrative checks,
 - scrutineering, flat area and weighing,
 - Parc Fermé,
 - drivers' and competitors' briefing,
 - official notice board,
 - winners' press conference.
10. List of any supplementary trophies and special awards.
11. The names of the following officials of the Event, appointed by the ASN:
 - Stewards of the meeting
 - Clerk of the Course,
 - Secretary of the meeting,
 - Chief National Scrutineer,
 - Chief National Medical Officer.
12. Protest fee:
13. Any other specific item :

PART B – List of Officials nominated by the Promoter

Race Director
Race Director assistant
Technical Delegate
Pit Lane Officials

PART C – Detailed timetable

PART D – In case of an event case B or C, the duration of each free practice, qualify and race session.

APPENDIX 2 - PODIUM CEREMONY

At the end of each Race a ceremony must be provided for the three first drivers of the Series and categories in accordance with the conditions set out below.

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the Series Promoter to conduct the entire podium ceremony

2. PODIUM

a) ROSTRUM AND DAIS

The dimensions of the dais must follow those found in the FIA graphic design manual. Trophies must be laid out on a table on one side of the podium. The champagne must be on the table.

b) FLAGS

Olympic Games style "flat flags" should be used. There must be a minimum space of 50cm behind the podium structure for the flag men.

3. ANTHEMS

- a) A suitable sound system should be installed to ensure that national anthems, (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.
- b) The champagne shower must not start until the presenter has left the podium.
- c) A commentary of the podium ceremony should be broadcast to the general public from the platform on the podium.

4. TROPHIES

During the podium ceremony, the following Trophies will be awarded for race 1:

- a) Race winning PRO/ AM drivers – Race winning AM/AM drivers
- b) Second place PRO/ AM drivers – Second place AM/AM drivers
- c) Third place PRO/ AM drivers – Third place AM/AM drivers

During the podium ceremony, the following Trophies will be awarded for the race 2:

- a) Race winning PRO/ AM drivers – Race winning AM/AM drivers
- b) Second place PRO/ AM drivers – Second place AM/AM drivers
- c) Third place PRO/ AM drivers – Third place AM/AM drivers

5. PRESS ROOM

Immediately after the podium ceremony, the crew that has won must go to the press room for interviews, should this be confirmed in the Event timetable.